RECORD OF ST. LOUIS LINES SHOWS GREAT PROSPERITY.

Heavy Outlays Made for New Cars and More Motive Power, and Additional Tracks for the World's Fair as Well as for the Accommodation of Rapidly Increasing Traffic.

shining stretches of twenty-seven railway interests, lines, converged at St. Louis, reach out Realizing to all points in the United States. What is true of Port Said is equally true of Union Station at St. Louis, Walt

there long enough, and the person whom you desire to see will surely appear. Daily thousands cross the great traffic clearing-house represented by the Union Station Midway, bound for all parts of

The picturesque cowboy, conscious of his incongruity; the stolid red man, striving to appear unconscious of the many things which interest and amaze him; the virile native of Japan, keenly alive to the benefits of high civilization and alert to learn of all that he sees; the Chinaman, who looks with contempt upon a country only see of India, who has shaken off the trammels of his caste and mingles with the multitude as brother; the Englishman, and the energetic Yankee, all and many more swarm through Union Station, many going to far countries, but most of them now intent upon seeing St. Louis, learning of its greatness and vistting the Fair, where the wonders of the

ne quiet corner of the vast shed magnate often rests for days at the time waiting until its owner, who has been whirled to St. Louis from some distant point, sees and learns of things doing in the St. Louis rallway world.

The master of many millions does no me to St. Louis to dictate, but to confer, and in these conferences plans are formulated for changes in the ownership of systems extending thousands of miles and representing millions of dollars. PLANS CONCEIVED IN ST. LOUIS.

While it is true that in many instances the plans are perfected in the East it is also true that in many instances the idea is conceived in St. Louis railway offices where the officials are in touch with the traffic conditions of the country.

As a result of these conditions only the most capable and energetic class of railway officials are appointed to offices in St.

It is understood that while St. Louis offers the widest field in the United States for railway development and revenue this condition is synonymous with the keenest competition, and railway magnates above all else want results and not excuses.

Therefore, in all departments and from ecutive the pick of railway men are placed

As a result the crude cotton from the South passes through St. Louis to the mills in the New England States and returns through St. Louis a finished product, the timber exhaling the odor of the forest from which it has been recently wrested passes through St. Louis and re-

turns ready to be placed in the home of a millionaire or day laborer.

The knowledge that motion is money is a golden rule to St. Louis traffic managers.

Rate necessities and changes under all possible and peculiar conditions have to be met and solved; floods, wrecks and be met and solved; floods, wrecks and be met and solved; floods, wrecks and all must subordinate to the necessity of constant and uninterrupted motion.

TRAFFIC TRENDS SOUTHWARD.

Within the last year because of the geographical conditions seconded by remarkable development, the trend of traffic has inclined Southward, until traffic officials confidently predict that it will only be a matter of a few years before the exports of the Southern ports as regards "breadstuffs" will far exceed the exports "breadstu 'breadstuffs" will far exceed the exports at the Atlantic ports, which are now far heavier, though rapidly decreasing.

The following figures for ten months this

by the ports to a great extent of upon St. Louis lines:	
Atlantic Ports. 1902 Baltimore \$13,229,391 Boston 9,554,890 Newport News 10,780,704 New York 11,321,71 Philadelphia 11,57,568	1908. \$21,589,69 7,718,19 6,086,25 34,112,88; 14,603,33
Totals \$55, 322, 594 Gulf Ports. 1902. Galveston \$7,313, 786 Mobile 1,105, 916 New Orienns 11,728, 388	\$54,109,740 1903, \$16,088,356 1,162,797 18,678,546
Totals	\$35,829,72

The remarkable changes in the export conditions is said to be due to four im portant causes, vis: Mileage difference, rate conditions, change in wheat center and the almost inexhaustible resources of

As regards the mileage differences 8 Louis has advantages which, while of some moment, are not considered as important as other reasons named. The approximate milesge between the ports named is as follows:

Chicago to New York.
Chicago to Philadelphia.
Chicago to Baltimore.
Chicago to New Orleans.
St. Louis to New Orleans.
St. Louis to New Orleans.
St. Louis to Galveston.
St. Louis to Mobile.

In connection with the not very great disparity in mileage, it is said that the advantage accruing to St. Louis from this grain center of the United States is alowly ohanging from the Northwest to the West, and even to the Southwest.

This change brings these products in touch with St. Louis than Chicago and therefore is more convenient to the ports in the South, which, it may be said in passing, are making vast improvements

It is believed that with sufficient facili ties provided, by far the greater portion of the export grain traffic will be sent to quate facilities is now said to be the only objection to shipping to these points.
CONDITIONS CHANGE RATES.

While competition between the St. Louis lines for the traffic to the Southern ports is as keen as between the lines from Chicago, traffic conditions enable many of the Southwestern lines to make rates which are lower, even at a longer haul, than the

In these conditions are said to be the greatest reason for the growth of the export trade south.

A line to the South can carry a beavy train to one of the ports with a certainty of being able to get almost as much freight for the return trip as was sent

As a result, a rate can be made much than on many of the Elestern lines, where trains of export stuff are sent to stern ports with almost a certainty of

the trains returning practically empty. The inexhaustible resources of the South are in constant and uncessing demand in the North and in the East. Timber, cotoffer a rich field for railway traffic, with the result that trains laden with grain from the wast fields of the West return as heavily, if not more heavily, laden with

eavily, it not more cought, affording as much if not more arenue than the load down gave.

While the shipments from the East to the West are enormous, there are many lines to handle them, and as a result a ment not as great as the flor

As from the axle of a great wheel the can offer has to be divided among many

Realizing this situation, astute railway managers have planned to extend lines from St. Louis to New Orleans. The Missouri Pacific, a representative Sould line, has begun construction of a St.

Louis-New Orleans line, as has the St. Louis and San Francisco, better known as the Frisco system, which during the year was merged into the Rock Island system. Both of these systems have under construction lines directly connecting St. Louis and New Orleans.

PASSENGER MEN'S WORK.

Aside from the freight traffic, the pas senger departments of the St. Louis lines have performed wonders in settling the country through the immigration bureaus, and the pascanger business has increased manifold, which is regarded as especially significant of the success which will atend the Fair.

Low rates, excursions and land sales have been exploited by the St. Louis lines in the Southwest and throughout the United States with the result of inducing many thousands to settle in the country along their lines and thereby benefit St.

Without regard to systems the following lines extend to St. Louis and bring a wast amount of business to it every year: Wabash to Des Moines, Kansas City, Omaha and Sloux City; St. Louis, Keokuk & Northwestern to St. Joseph, Omaha, Denver, Burlington, St. Louis and Hannibel; Burlington to St. Paul and Duluth; Chicago, Peoria & St. Louis to Springfield and Peoria; Chicago & Alton to Chicago and Milwaukee; St. Louis, Troy & East-ern to Troy, Ill.; Illinois Central to Chicago and Milwaukee; Wabash to Chicago, Detroit and Buffalo; Frisco to Danville

Big Four to Cincinnati, Boston and New York: Clover Leaf to Toledo, Detroit and Montreal; Vandalia to Pittsburg, Philadelphia and New York; Baltimore & Ohio thwestern to Cincinnati, Washington and New York; Southern to Louisville, Richmond and Charleston; Louisville & Nashville to Nashville, Atlanta and Savannah; Illinois Central to Memphis and New Orleans; Mobile & Ohio to Mobile, Montgomery and Jacksonville, Fla.; St. Louis Valley to Chester; Frisco to Memphis and Birmingham; Cotton Belt to Texarkana, Shreveport and Texas points; Iron Mountain to Memphis, Little and Texas; Frisco to Joplin, Oklahoma City and Fort Worth; Missouri, Kansas & Texas to Dallas, Galveston and the City of Mexico; Rock Island to Kansas City

(not completed); Missouri Pacific to Kansas City, Denver and Salt Lake; Chicago & Alton to Kansas City. PREPARING FOR THE FAIR. These lines with their connections ramify throughout the United States and bring a large percentage of their traffic to and through St. Louis, and without an ex-

But, though merged with the Rock Island, the Frisco is operated as a separate and distinct enterprise, with the result that the policy of Yoakum has been pursued in the purchase of other lines, notably the Evansville and Terre Haute, and heavy outlays for improvements, both in rolling stock and line construction. bly the Evansville and Twire Haute, and heavy outlays for improvements, both in rolling stock and line construction.

Another important railway event of the last year was the purchase of the 5-Louis Valley Railroad by the Missouri Pacific, Iron Mountain system. This is now known as the Illinois division of the Iron Mountain system.

Mountain system.

This is a low-grade line extending from the uncompleted Thebes bridge to East St. Louis, and will be used extensively for heavy traffic by the Missouri Pacific, Iron Mountain, Cotton Belt and other lines.

lines.

Arrangements have been made by the
Cotton Belt to use this line for its trains
to enter St. Louis. The cars are being sent
over the river by car ferry now.

WABASH EFFINGHAM LINE.

It is also stated that the Wabash is in terested in a line from Effingham to Clay City, from which point is ramifies to Paducah and also to the coal fields which have been purchased in Southern Illinois by the Gould and Lelter interests.

It is believed that the line entering the

coal fields will connect with a spur of the Valley line at a point near Murphys-boro, and the Valley line will undoubted-ly be used for coal traffic from these fields to the South as well as for New Orleans or other Southern traffic from the

orieans or other Southern traffic from the Wabash.
Within the last year a settlement has been effected between the Gould and Pennsylvania interests as regards an entrance for the Wabash into Pittsburg.
Construction work on the connecting lines to Baltimore has been pushed, and President Ramsey is of the opinion that the Wabash will be able to send its own trains on its own tracks through to Pittsburg by the time the World's Fair opens its gates. Also the line to Baltimore will be completed in a short period.

Expeditures amounting to nearly ten millions have been made by the Gould interests for terminals in Pittsburg. To-ledo and other points on their lines, and a liberal allowance has been made for improvements in the facilities in and about St. Louis.

ilberal allowance has been made for improvements in the facilities in and about St. Louis.

Large blocks of property have been purchased by the Wabash for additional track room in St. Louis, especially on the route to the Fair grounds, where an extensive system of tracks will be provided to afford racilities for all lines, and plans have been prepared for the construction of a station at the Fair grounds which will be large enough to afford ample accommodations for the passenger traffic.

The example of the Wabash has, as far as was in their power, been followed by the other St. Louis lines, all exerting every possible energy toward supplying track room and equipment for all the traffic of the Fair.

OFFICIAL CHANGES.

OFFICIAL CHANGES.

Perhaps the most notable changes in the fficial roster of the St. Louis rallway world was that of the appointment of B. L. Winchell, first vice president of the Frisco, to the position of third vice presi-dent of the Rock Island, in charge of

Frisco, to the position of third vice president of the Rock Island, in charge of traffic, operation and commercial interests; Howard Elliott, vice president of the Burlington. to the presidency of the Northern Pacific, and A. C. Bird as traffic director of the Gould lines.

In order to lusure ample facilities for the future, and especially for the World's Fair traffic, as well as to provide excellent service between St. Louis and Kansas City territory, "cut-off" arrangements have been made between the Frisco and the Kansas City and Colorado, of which line A. Hilton was made general passenger agent several months ago.

It is proposed to build a line from Union, on the Kansas City and Colorado, to Pacific, on the Frisco, a distance of but little over ten miles, in order that passengers from the territory of the first named line may come into St. Louis over the Frisco, thereby saving the devicus route now followed by the St. L., K. C. Z. C.

The St. Louis, Kansas City and Colorado has trackage rights into Union Station over the Wabash, but is preparing to send its trains in over the belt line constructed by the Terminal Association. It is expected that the Rock Island road will be completed some time next year, thereby forming a valuable connection with Kansas City.

Another cut-off is being built by the Burlington from Old Monroe to Mexico, where a connection is made with the Chicago and Alton. By the arrangement the C. & A. will use the Burlington from Mexico to St. Louis, and the Burlington will use the C. & A. from Mexico to Kansas City. This cut-off is sixty miles long and will reduce the mileage between St. Louis and Kansas City for both roads to a point where they can easily meet all competition. MILEAGE INCREASED.

In Missouri, and in States and Terriories adjacent to Missouri, the St. Louis lines have constructed and purchased lines adding considerable to their total mileage. Especially has the development in age. Especially has the development in Oklohami and Indian Territories been remarkable, the M., K. & T. and Frisco making extensive track additions.

Within the coming year it is believed that the Rock Island line to be built from Burlington, In., to St. Louis will be well under way, and many are of the opinion that the Chicago, Milwankee and St. Paul will have trains into Union Station.

Perhaps more than anything else, the policy of the Terminal Association has assisted the traffic enterprises of St. Louis. Representing as it does the interests of fourteen lines, with unlimited capital, handled by progressive and far-sighted officials, it was expected at the beginning of this year that the Terminal Association would expend nearly \$19,990,050 in improving its facilities for handling the World's Fair traffic. Five millions have been expended in improving the property, though a bond issue of \$2,990,000 was authorized and an issue was prepared ready to be listed, of about \$13,000,000.

In the early part of this year the Terminal Association authorized extensive improvements in its facilities at Union Station and East St. Louis.

Among these improvements were a system of subways under the tracks at Union Oklohama and Indian Territories been

Station and East St. Louis,
Among toese improvements were a system of subways under the tracks at Union Station, by which bigginge and all express matter could be delivered to the trains without discommoding any of the paisengers on the platforms.

A wide subway has been constructed about the middle of the shed extending from Eighteenth to Twentieth streets, through which express wagons can be driven and packages raised on elevators to the trains. Small subways extending from the baggage and express offices, which were torn down and rebuilt on the Eighteenth street side, connected with the main subway. Provision was also made for a subway for the delivery of mail.

NEW POWER-HOUSE.

new power-house has been erected, said to be the best west of the Mississippi River, and additional tracks added until now the total number of trains entering the shed can find thirty-two tracks to be filled before there is no more room.

The shed itself has had many square feet of glass added to it, and an interlocking plant, costing \$100,000, has been installed in the place of the one in use since the station was built. A new interlocking plant has also been installed in the East St. Louis yards, where numerous and costly improvements have been made, among them being the "hump," by which cars can be delivered by gravity to their respective tracks. River, and additional tracks added until

cars can be delivered by gravity to their respective tracks.

The belt line, extending from the Merchants' bridge to a connection with the Wabash tracks at Page avenue, has been double tracked and will be provided with a block signal system, by which the passengers to the World's Fair can be assured of safety.

A "Y" has been built from the Merchants' bridge, enabling trains to take the Belt line or proceed to Union Station.

chants' bridge, enabling trains to take the Belt line or proceed to Union Station.

Numerous other improvements were made on the tracks, as regards the increasing of facilities, which were in a measure hampered by the flood, causing a congestion of traffic, but officials of the Terminal Association state that all that can be done will be completed in time for the Fair.

Extensive alteration will be made in Union Station in pursuance of a recommendation of the passenger officials. The second-floor waiting-room will be connected with the Midway by a flight of steps, and the first-floor waiting-room will be to a great extent given up to tecket offices and other passenger and baggage stations. It was intended that a loop should be built from the Eads bridge, 2,100 feet south, to a connection with the Terminal tracks, this to be used fon the regular trains, thereby keeping the other two remaining tracks clear for the World's Fair trains, but on account of adverse legislation it is believed that even under the most propitious conditions this loop cannot be built in time for the Fair.

Other privileges, such as granting additional track room on Atlantic street and entrance to the main subway on Eighteenth street, were also denied by the Municipal Assembly, though the bill is pending.

At the annual meeting of the directors of the Terminal Association this year W. S. McChesney, Jr., general manager, was elected president and general manager, and President Walsh was elected chairman of the board, a position created for him.

a progressive policy, the Frisco, regarded as a typical St. Louis line, has set the pace in many instances. It is expected that the office building erected by this system will be ready for occupancy early next year. The structure is a typical skyscraper, costing more than \$1,000,000, and is situated at the southwest corner of Ninth and Olive streets.

at the southwest corner of Ninth and Olive streets.

By an arrangement with the Big Four a connection is being built with the C. & E. I. which was acquired by the Frisco in 1901, making a direct double-track Chicago-St. Louis connection.

Plans are now being formulated for the construction of a line to New Orleans.

This line has been constructed from Cape Girardeau to St. Louis. Work on perfecting the line to Birmingham is being rapidly pushed to completion.

Since the Rock Island acquired the Frisco a policy of improving the present lines forming the system has been steadily pursued and large orders for equipment placed. In June of the present year the Frisco purchased the Ozark and Cheroke Central and the Shawnee, Oklahoma and Missouri Coal and Railway companies. Later the Evansville and Terre Haute line was secured.

According to the latest report, the ton-

Later the Evansville and Terre Haute line was secured.

According to the latest report, the tonnage increase of the Frisco amounts to 10.82 per cent, while the increase in ton mileage was 112,039,538 tons.

The increase in nassenger traffic in the last fiscal year over the preceding one was 503,230, or 12.05 per cent, the number of through passengers carried increased 20.97 per cent and the local passenger increase was 12.03 per cent.

In the last fiscal year the Frisco built 120.87 miles of yard and industrial tracks, at a cost of \$530,599.32.

The construction of a main track between St. Louis and Windsor Springs, a distance of thirteen and a half miles, is practically completed.

REVIEW OF GOULD LINES.

With the appointment of A. C. Bird as

mony of interests policy impressed upon Gould officials has been diligently pursued, with the result that a magnificent showing is expected of the Gould lines in their next annual reports.

The gross earnings of the Wabash, it is believed, will nearly average \$2,000,000 a traffic director of the Gould lines the har-

The gross earnings of the Wabash, it is believed, will nearly average \$2,000,000 a month this year.

In the spring of this year, due to differences with its employes, the Wabash enjoined the leaders of the employes from ordering a strike. This injunction was dissolved, and the matter settled by mutual concessions without a strike having been resorted to. The Wabash and Missouri Pacific have placed extensive orders for new equipment for the World's Fair.

The White River line being constructed by the Missouri Pacific-Irom Mountain Railway Company is purposed to extend from Buffalo, Ark., to Carthage, Mo.

Work on this line has been pushed vigorously, and it is stated that the inost difficult part of the line has been constructed.

This line taps comparatively new country and has valuable connections.

It is also proposed by the Missouri Pacific to build a line from the branch road at Jefferson City through the center of the State to form a connection with the White River line, but nothing has been done on this matter as yet.

HARRIMAN LINES of double tracking the Chicago-New Orleans line with great vigor this year, and though the work is not completed the end is said to be in sight.

With the Chicago and Alton the Illinois Central is making extensive preparations for the Fair, the latter road having recently ordered ten new Atlantic engines, ten wide vestibuled chair cars.

The Illinois Central connection being built between St. Louis and Carbondale will be completed soon.

The annal report of the Chicago and Alton, recently issued, shows that its passenger St. Louis-Chicago traffic in the last fiscal year was areater than during the Chicago Exposition.

Without exception the other lines, such as the Baltimore and Ohio Southwestern, Vandalla, Big Four, Louisville and Nashville, Southern, Mobile and Ohio and Burlington report an exceedingly prosperous year, and state that each and all will make every possible effort to make the leans line with great vigor this year, and

CITRONELLE IN THE SOUTHLAND, WHERE HEALTH AND REST ABIDE.

Luxurious Mobile and Ohio Trains Whirl the Sick and Weary to This Pine-Scented, Sun-Kissed Spot in Alabama, Where the Air Is Never Chill Nor the Heat Depressing.

The fame of Citronelle, Ala., as a health | Ohio Railroad in from eighteen to thirty-resort began many years before the modern winter tourist ever thought of wending his way to the pretty little town standing on the summit of the pineciad hills of the southern part of the State. There is an old Indian legend that relates how the red men roamed far and wide through the Gulf Coast country and would not stop until, guided by an unerring instinct, they reached a summit crowned with tall trees, beautiful flowers and lifegiving plants, and where springs bubbled forth, flowing water as sparkling as the dew of the mountains and pure as the nectar of the gods. Here they erected their wigwams and dwelt peacefully and happily, bringing their sick from other tribes and their wounded from the battle and the hunt, and with naught but the pure air, pure water and healing virtues of shrubs and herbs nursing them back to life and health again; and here they would probably be dwelling to-day in the same contentment had not advancing civilization brought the paleface into their midst, who wrested their heritage from them for all time to come. The Inleft the name "Citronella," which in their language means, "I heal," as a tribute to the memory of the blessings so freely bestowed and which they had so long been in happy possession of. When the white settlers attained dominion of the country they were not long realizing the wonder ful health-giving properties of the place, and neither were they long taking advantage of the great benefits to be derived

WHY IT IS A HEALTH RESORT. There are numerous arguments that could be set forth if necessary why Citronelle is a health resort unrivaled by any other in the Western Hemisphere. In the Gulf Coast country, elevation and freedom from excessive moisture and stagnant water constitute a condition of healthfulness. At Citronelle these conditions are found. The elevation, which is 366 feet above the sea level, is the greatest equally distant from the coast between Boston and the Rio Grande River.

In addition to the comparative freedom from moisture occasioned by the elevation, Citronelle stands on the summit of a plaleau which has excellent drainage in every direction. The soil is of a very porous na ture, the heaviest rainfalls draining off within a short time, and so quickly does the earth dry that but few sidewalks are

Perhaps the first and most noticeable feature to the tourist upon alighting from the train at Citronelle is the purity of the stmosphere. Its freshness and sweetness eem as a breath from some enchanted isle of the Southern Seas to the tired traveler who has but recently left his native disease-laden atmosphere. To the north, west and east of Citronelle there is not a city of any size whatever within 100 miles to lend its polluting atmosphere to the air you breathe, while for the same distance in every direction stretch the dense forests ing aroma of their countless millions of pine needles permeating every breath until it literally becomes a "Breath of Life." fresh from the Gulf of Mexico, is wafted to you, and thus it is that invalids, reto you, and thus it is that invalids, re-leased from the furnace-heated sickrooms of the North, know for the first time the joy of Nature's own tonic. Little children, just out of the schoolroom, revel in the happiness of outdoor life. Tired men and women, needing only a change and rest, least 1802...58 July, 1802...58 July, 1803...58 fnd it here in the peaceful little town, or in the solltude of the forests of pine, only a few moments' walk in any direction. Nature blessed these beautiful pine-clad

hills with a lavish hand when she caused springs of the purest crystal water to h forth upon every side. It is so customary for health resorts to speak of the purity of their waters that but little is thought of it, and people always receive the statement with a considerable degree of allowance. But Citronelle makes no claims that it cannot readily substantiate vestigation of every claim in this respect water to be found in the United States A sample, taken from the well in Citronelle and sent to Professor Arthur W. Pal-mer of the chair of chemistry of the State University of Illinois, shows the following analysis, which bears out every clair

made for its purity and healthfulness: Sodium Nitrate, Na No3..... 28 Gr. per Gal. Sodium Chloride, Na Cl..... 26 " " " Magnesium Chloride, Mg Cl2
Calcium Chloride, Ca Cl2.
Calcium Sulphate, Ca Soi.
Iron Carbonate, Fe Cos.
Allumina, Al2 O3.
Silicia, St O2. Silicia, St O2......34 Total Mineral Matter.....1.44

In other words, it analyzed 99.9968 cent pure. A GREAT SHOWING.

In commenting upon the foregoing, Prowater was by far the purest of more than 9,000 samples that had been analyzed at the Illinois State University.

The editor of the Chicago Clinic and Pure Water Journal, Doctor Marcus P. Hatfield, recognized by the medical fraternity as a great authority on the subect of waters, visited Citronelle person ally in order to investigate the remark able claims that had been made for the waters of that resort. In his publication or February, 1903, in speaking of the advantages of Citronelle as a health resort

"Together with apring water, the like of which cannot be duplicated in America the American water which most pearly approaches the Citronelle water is that of he Poland Springs of Maine, which owe its deserved recognition to its comparative

SOCIETY AND AMUSEMENTS. The ultra-fashionable gayeties are not to e found at Citronelle, but society is much nore metropolitan than that of the average small city. Residents and guests allke have gone to Citronelle from many of the larger cities of the North and South, and the social functions are not unusually marked by a brilliancy and display that a pleasant surprise to those who are visit ing the place for the first time. The various church, social and fraternal organizations do a great deal, each in its own way for the entertainment of visitors and healthseekers. The golf links given to the public through the generosity of the Mo-bile and Ohio Railroad Company, and situated in a beautiful park of stately pine trees, within easy walking distance of any part of the town, are much appreciated by those who enjoy the amusement and those who like to watch the game. Tennis. croquet, bowling, pool, shooting, riding, driving, baseball, fishing and hunting are among the other forms of amusement there, and all have their ardent devotees.

EASILY ACCESSIBLE. Citronelle is the nearest of the great winter resorts of the South to a large area of the United States. It can be reached from almost all sections of the Northern Mississippi Valley via the Mobile and "Reliable."

from a few points is as follows: Chicago 825; St. Louis, 614; Cincinnati, 736; Detroit, 998; Buffalo, 1.182; New York, 1,142; Baltimore, 1,056; Boston, 1374; Des Moines, 955;

Kansas City, 835; Omaha, 1.027, and Den-

ver. 1,468 miles. THE SCHOOLS. The public schools of Citronelle are splendidly managed, being a part of the system of Mobile County. The Principal, Professor C. P. Bowman, is a recent arrival here from Sloux City, Ia. The school building is situated in one corner of the public park, surrounded by beauti ful pine trees. THE CHURCHES.

Four denominations have church buildings, the Baptists, Episcopalians, Methodists and Presbyterians. THE HOTELS.

The hotel accommodations of every place are an important feature. Those of Citronelle are of an ample character. Inquiries concerning the Hygeia Hotel should be addressed to Doctor J. G. Michael; the Hotel Citronelle, to Herbel Brothers; the Illinois, to Mrs. Addie Fisher; the Southern, to T. B. Jernigan. Cottages, furnished and unfurnished, are for rent, and many of the private homes of Citronelle are thrown open to the reception of guests, both for boarding and light housekeeping. In the latter way the expense of a winter spent in the South nay be reduced to the lowest possible SEA-COAST ELEVATIONS.

It is a well-known fact that the health of a sea-coast town depends greatly upon elevation of the site upon which the towns are located. The following table, the figares for which were furnished by the United States Department of Agriculture, shows the elevation of railroad tracks above the sea level at the towns and cities

'ass Christian, Miss...

ocalities above mentioned approach Citonelle so far as their elevation above the sen level is concerned. Tallahassee, Fla., comes the nearest, yet Citronelle's elevation is 173 feet greater than that of the Florida city.

METEOROLOGICAL RECORD. The meteorological record at Citronelle or one year, October, 1902, to October, 1903, which was furnished by Doctor J. G. Michael, voluntary observer for the Weather Bureau at Citronelle, and who is also general manager of the Hygela Ho-

July, 1903...80.8 96 66 3.80 20 7 Aug., 1903...81 96 67 2.23 13 16 1Sept., 1903...77 98 51 1.34 28 1

*Rainfall was departure from the normal plus 131. †Rainfall was departure from the normal plus This record for September is for only twenty-tine days.

As has already been stated, Citronelle courts a test of its claims, and it has r fear of the results. It lays claims to being one of the most healthful spots on th plobe, and this, in addition to its springs, makes it one of the resorts that should be sought by those seeking health, and that recreation that cannot be had in the North furing the rigors of long and often bitter winter weather. The resort is but 614 miles from St. Louis on the Mobile and Ohio Railroad, not a wearisome journey and those who are contemplating spending the winter in a mild and health-producing climate should carefully consider Citron-elle's claims as have been set forth in this article. The popularity of the resort has been growing rapidly in recent years, and it is but a question of a few years when it promises to become one of the greatest patronized resorts in the South. Citronelle is on the main line of the Mo bile and Ohio Railroad between St. Louis and Mobile, and the schedules of trains are so arranged that you can breakfast in St. Louis to-day and in Citronelle to-mor row. Or you can dine in St. Louis to-night and in Citronelle to-morrow night. Through sleepers and dining cars are operated on all trains. Mobile is only thirtyhree miles from Citronelle, and the train and the schedules convenient.

E. O. STANARD MILLING CO. OPERATES THREE MILLS.

came associated with Charles J. Gilbert in the grain commission business, and during the war branch houses were established i several cities.

In 1866 they entered the milling line, and

purchased the Eagle Mill in St. Louis. which has been operated under the firm's direction ever since. They operate now three celebrated mills having a combined daily output of 3,000 barrels, this having been the increase from the commencemen capacity of 500 barrels. Their flour is manufactured from the highest grade of winter wheat, which is always carefully sehighest possible standard of excellence "Quality" has made their product famous and created a great demand for it in Paris, London. St. Petersburg and other European cities, and generally command a premium at these points. Half of their utput is used in domestic consumptio and the other half in foreign, extensive shipments going to Cuba. Porto Rico, Great Britain, Norway and Sweden and The present company was formed and

incorporated in 1886. They operate milis at Alton, Ill., and Dallas, Tex., besides their plant here, which manufactures 1,000 pany have no traveling men on the road. cities all over the world. They have the most extensive and perfect system of grain elevators and flour mills in the United States for the storage of wheat hard wheat flours owned and operated by brands of flour are "Royal Patent,"
"Eagle Steam," "American Beauty" and

ST. LOUIS IS THIRD PRIMARY **GRAIN MARKET IN COUNTRY.**

In Spite of Flood, Which Checked Trade for a Month the Statement of the Merchants' Exchange for Last Ten Months Shows Heavy Receipts in All Commodities.

G. H. Morgan, secretary of the Merhants' Exchange, in an interview on the usiness of the Exchange this year and the "breadstuff" future of St. Louis, says: "The city of St. Louis is the com-

nercial metropolis of the Mississippi Valley, and the largest and most important city of the Louisiana Purchase. Located at the confluence of three great rivers, the Mississippi, the Missouri and the Illinois, it is the center of the water transportation of the valley.

"Centrally located, as respects the whole country, it is the objective point of twenty-four lines of railroads, running East, West, North and South, making it the most accessible city in the Union. "It has many organizations controlling

and directing the commercial and manufacturing interests of the city, the most prominent of which is the Merchants' Exohange. This association, composed of over

eighteen hundred active and progressive nembers, representing every line of inof the city. It is the oldest trading organization in the United States, being the successor of the Chamber of Commerce organized in 1836, which became an active trading organization in 1850. "For many years it was the only or-

ganized commercial body, and all matters pertaining to the commercial welfare of he city emanated from or were referred to this organization for consideration and action. As the city grew in population and importance, and the various industries developed, other organizations to represent individual lines became a necessity the result being the organization of a number of exchanges devoted to special interests, leaving to the Merchants' Exproducts of the soil and lines incident

"That the Merchants' Exchange has carefully guarded and developed these interests is apparent to all who have any knowledge of the amount of busin transacted on its floor. It is the third largest primary grain market in the country. The members of the exchange are active and progressive, and look carefully after its interests in this special line, as well as in flour, provisions, seeds and other grain products.

"The business transacted on 'Change for the last several years has been large and remunerative, and this city has received its full proportion of the surplus products of the West.

"At this date the full volume of the business of the year cannot be given, but a comparison of the total receipts for 1903 shows that notwithstanding the loss of business incident to the flood of June last, which practically stopped receipts for a month, the volume of trade for the year in the commodities mentioned will. in most instances, be as great as for the

preceding year.
RECEIPTS FOR 1992 AND 1908.

"In speculative lines the business on the Merchants' Exchange is larger than that of any other city, with one exception, All future trading is done on legitimate lines. and for every sale or purchase writte contracts are given for the delivery and acceptance of the property contracted for. "In lines other than grain, the business of the year has been up to expectations, and the outlook for the future is most promising."

EXCELLENT LIBRARIES OWNED BY ST. LOUIS BOOK LOVERS.

Some of the rarest and most valuable books in America are to be found in the private libraries of St. Louis.

The tastes of the collectors are widely diversified, some preferring to collect the classics in luxurious bindings, some go in for old editions, others for rare copies.

Fred W. Lehmann probably has the finest collection of rich bindings in St. Louis. His large library is also a very desirable one from point of contents, his magnificent bindings containing a wide range of valuable works.

The library of Judge Walter B. Douglas, No. 4305 Delmar boulevard, is one of the most complete private collections of law books, both old and new, that can be found west of the Mississippi River. The collection is not confined to law books, but contains many rare and valuable books on other subjects.

Colonel John H. Cavender of No. 5315 Cabanne avenue has a large library which

GIANT BABY TIPS SCALES AT 27 POUNDS WHEN BORN.

Huge Infant Which Blesses the Home of Joseph Hurtik of New York, Astonishes Experienced Physicians, "Child Too Heavy for Scales," Declares Doctor J. L. Friedler.

REPUBLIC SPECIAL New York, Nov. 28.-Although physicians xperienced in the care of very young incredulous, the neighbors of Mrs. Joseph Hurtik accept with wonder ment the statement of the nurse that a baby boy-the thirteenth in the Hurtik family-really weighed twenty-sever pounds at birth. Since the news of the prodigy began circulating there has been a steady pilgrimage to the Hurtik home. Nurse Marie Vrabec is circumstantial in her account of the entrance into the world of the little giant. The physician who was called with the nurse did not respond, so the nurse takes to herself all the credit and , says that she herself weighed the little-or, rather, large-arrival, who was later christened Nicholas

birth, admitted that Nicholas was an unusually large baby.

"The nurse found this child too heavy for her scales." he explained, "and I believe, borrowed scales from a neighbor."

"I never heard of a twenty-seven pound baby," declared the house surgeon of the Sloane Maternity Hospital. "These nurses weigh bables with the clothes on in order to give themselves prestige, and I would wager that after ten days the Hurtik baby will not weigh sixteen pounds. The normal baby weighs at birth twelve pounds. Never had a baby here that tipped the scales at even fifteen pounds.

"Bables are deceitful—in appearance, I mean." said one of the attendants of the Lying-in Hospital. "The largest baby we ever had here was sixteen pounds and he was a bouncer."

was a bouncer."

"The heaviest newly born baby I ever saw." declared Doctor Reed of the maternity division of Believue Hospital, "weighed eighteen pounds and looked as though he weighed thirty."

But Mrs. Hurtik believes the nurse and is very proud of young Nicholas, who is growing daily.

POWER OF ONE WORD. TRADE AND INDUSTRY

in the Bohemian Church. Doctor J. L.

Friedler, who was called to bandage the injured wrist of the infant soon after its

When Otto Von Bismarck Said "Nein" to Vance Thompson.

I like to think of old Bismarck as he sat by the window that opens on the windy park of Friedrichsruhe, in an old gray shooting jacket, a rug over his knees, a pipe in his hand-simple as a North German farmer, this man who had almost held Europe in fee.

A little while before this February day he had been deposed from power. All the world knew that the old lion was sulking in his den, in no smiable mood toward the young Emperor who had turned him ou of doors. It was known that his memoirs were written and that his correspondence was set in order. A New York publisher thought he might secure the papers in which Bismarck had told the real story of the birth of the German Empire—that strange story of craft and heroism, littleness and grandeur. It was on this mis-sion that I salled for Hamburg. I had two letters for Bismarck. One was from a negligible Ambassador. The other had been given me by a German statesman of some note, with whom, in other days, I some note, with whom, in other days, I had been a student in the University of Jena. My friend had been a familiar of Bismarck's household and bespoke me a kindly hearing. I sent the letters on from Hamburg and followed the next day.

On the table at his elbow, as he sat by the window, I noticed my letters. The walks who had nigod a chair for me took. valet who had placed a chair for me tool valet who had piacet a chair for me took his stand by the door. I said what I had to say. It was (permit me to affirm it) an admirable speech. For ten days and nights I had rehearmed it as I paced the deck of the stormy liner; so—in tolerable German—I disclaimed it. It was digni-

When I had finished Bismarck took the pipe from his lips, said "Nein," and put 'Twas the shortest answer I ever had in my life. I waited for a moment. The old man smoked and started out into the perk. I got up and bowed; I had rehearsed that bow and did not intend to waste it; I bowed to his old hairless heal—the fishby vellow towls and ble mustache. the flabby yellow jowls and big mustache-to the old gray jacket and the pipe; it was like salaaming to a stone well. Then

the valet led me out. In the park I re-

\$15 Texas and back via M. K. & T. R.

Scrap steel is now welded into a ho

mogeneous mass by a new composition under pressure. The value of timber is considerably increased by floating in rafts because its sap, albuminous and salty materials are dissolved out. An organized effort is being made in

British Guiana to re-establish the cotton industry, which flourished in the colony during the days of slave labor. In London 37.8 per cent of the whole population receives wages less than \$5 per week per family, one-third of which Engineers expect soon to be able to burn gas in such a continuous stream that it will be useful in the turbine form

of engine.
Since 1840 the German Empire has changed from a farming or agricultural state to an industrial or manufacturing one. In 1840 two-thirds of its people were on farms; to-day 66 per cent are in mills, shops, etc.

It is claimed that by simply beating cangerously crystalline steel to a cer-tain temperature, however bad the steel. ngerously crystalline steel

FAMOUS INDIAN NURSE BURNED TO DEATH IN HUT.

it is possible to restore it to its normal

REPUBLIC SPECIAL. San Luis Obispo, Cal., Dec. 5.—Mercedes de Odorico, known to be not less than 116 years old, and who nursed in their in-fancy three of the Territorial Governors of California long since passed to their rest, was burned to death in her hut on the outskirts of this city.
With the elderly woman was burned Vic-

tor Dorome, a great-great-great grandson, aged 10 years, and her faithful dog. Mercedes de Odorico was born of Indiaz Mercedes de Odorico was born of Indian parents near what is now Ventura, and she had served as nurse in many of the old and aristocratic families of this part of the State. For years she lived apparently unchanged in San Luis Obispo and its vicinity, and visited in apparent good health and spirits a neighbor's house only a day before the accident. The little boy and the dog were her only companions, and the three were familiar figures in their stroils about town for scraps of wood for fuel. The county had for many years made the quaint old woman its pensioner.